

Re-Start SFOBB East Span E2/T1 Contract

- **Review Options (pro's/con's):**
 - Option A: Re-start KFM Contract.
 - Option B: Terminate and Re-bid with SAS.
- **Recommendation.**
- **Process and Schedule.**

Option A: Re-Start E2/T1

Pro's

- Minimizes uncertainty for **SAS** contract bidders with regard to the E2/T1 marine foundation contract.
- Provides the shortest schedule to project completion.
- Avoids loss of substantial engineering completed by the existing marine foundation contractor.
- Avoids loss of the fabricated marine foundation steel to date.
- Opportunity to incorporate the revised marine foundation contract schedule by addendum into the SAS bid documents.
- Allows the Department to conduct outreaches with industry during SAS contract advertisement.
- Provides the Department time to consider any contract improvements suggested by industry.
- Projected to be the most cost effective option.

Option A: Re-Start E2/T1

Con's

- A substantial portion of the E2/T1 contract terms will be subject to cost negotiation.
- Changes to the original E2/T1 contract will result in higher costs than the original bid.
- The analysis of the schedule and costs impacts may take three to six months to resolve.
- The Department could, by nature of the contract terms being re-negotiated, absorb a substantial portion of the future construction cost risks on the E2/T1 contract.

Option B: Re-Bid E2/T1 with SAS

Pro's

- Contract terms will be based on competitive bids reflecting current market conditions.
- Provides the contractor the contract flexibility of concurrently pursuing the foundation and bridge steel fabrication work during construction, providing control of critical path.
- Provides the Department with time to conduct additional contractor outreach.
- Provides the Department additional time to consider any industry suggested contract improvement.

Option B: Re-Bid E2/T1 with SAS

Con's

- The overall project completion is extended by one year over Option A.
- Will increase support costs and loss of sunk costs to terminate and repackage contracts.
- Will increase escalation costs for all ensuing East Span contracts.
- Adds to difficulty for potential bidders to gain bonding for the work.
- Contract duration will be more than the five years preferred by bonding companies.
- Adds to construction complexity by adding different types of work to the SAS contract.
- Larger contract size, longer duration and work scope may limit the number of bidders.



Recommendation

Re-start E2/T1 with Contract Change Order

E2/T1 Contract Restart Process and Schedule

- Approval from TBPOC to Re-start: 7/22/05
- Re-start Notice to Contractor: 7/22/05
- KFM Initiates Critical Construction Activity: 8/1/05
- Request Cost and Schedule from KFM: 8/2/05
- KFM Prepare Cost & Schedule Impacts: 8/2/05-9/1/05
- KFM Submit Cost & Schedule Impacts: 9/1/05
- Caltrans Review of Cost & Schedule Impacts: 9/1/05-9/19/05
- Caltrans/KFM Meeting: 9/19/05
- KFM to Provide Additional Information: 9/19/05-10/4/05
- Caltrans Draft Contract Settlement Report (CSR): 9/19/05-10/4/05
- Draft CSR to TBPOC and HQ for Review: 10/4/05
- Final Negotiations: 10/4/05-11/4/05
- TBPOC and HQ Approval of CSR: 11/4/05



SAS Re-Bid

Agenda Item #2C

- **Status of De-Federalization GOAR.**
- **Current Bid Documents:**
 - **Current Status.**
 - **Recommendations Pre-Advertisement.**
 - **Recommendations Post-Advertisement.**
- **DVBE Goal.**
- **Bid Process and Schedule Process.**



Status of De-Federalization GOAR

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Current Status

- Incorporated All Addendums.
- De-Federalized:
 - No Buy America Requirement.
 - No DBE Goal Requirement.
 - Requires DVBE Goal.
- Incorporated Milestone and Schedule Changes.
- Incorporated Technical Specification Changes:
 - Revised Tower Saddle Rib and Fender Design.
 - Incorporated Integrated Shop Drawings (ISD) and Mission Control Specifications.
 - Simplified Electrical Conduit Connections.
 - Others.

Recommendations Pre-Advertisement

- Increase stipend from \$1 million to \$3 million.
- Reevaluate current DVBE Goal of 3 percent.
- Increase the advertisement period from 4 months to 6 months.
- Modify Cost Reduction Incentive Program (CRIP) saving sharing from 50/50 to 60 contractor/40 owner.
- Modify Material On-hand (MOH) bond requirements to apply only to materials stored outside U.S.
- Include identified minor specification improvements.

Recommendations Post-Advertisement

- Seek Jones Act exemption for the project area/limits.
- Analyze use of steel price index specification.
- Analyze use of minimum lump sum scheduling bid item.
- Review and implement technical changes:
 - Revise schedule and milestones pending E2/T1 negotiations.
 - Simplify weld splice design.
 - Revise yard size specifications.
 - Others.

SAS Bid Process and Schedule

- TBPOC Approval of SAS Recommendation 7/22/05
- Incorporate Pre-Advertisement Changes to Specs 7/26/05
- BATA Approval of Bid Documents 7/27/05
- Print Specifications (Plans already printed) 7/27/05
- List Contract on DGS Website 7/27/05
- Advertise SAS Contract 7/28/05
- Post Contract on Caltrans Website 7/28/05
- Business and Contractor Outreaches 8/31/05 and 9/23/05
- Open Bids (6 months advertisement) 1/28/06
- Award (60-day award period) 3/28/06
- First Working Day 4/28/06



Agenda Item #2D



Toll Bridge Seismic Retrofit Program Schedule



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Toll Bridge Seismic Retrofit Program Current Schedules

Assumes E2/T1 Restart and SAS Advertisement on 07/28/05

Remaining Projects	Status	Completion Date
SFOBB East Span Replacment	Under Construction	2014
Richmond-San Rafael Seismic Retrofit	Under Construction	2005
SFOBB West Approach Retrofit	Under Construction	2009

SFOBB East Span (16 Contracts)

Projects in Construction

- Skyway (75%)
- South/South Detour (26%)
- SAS Marine Foundation E2/T1 (20%)

Pending

- Connector Span (SAS)

Projects in Design

- YBI Transition Structure
- Oakland Touchdown
- Stormwater Treatment Measures (BMP)
- Existing Bridge Demolition

Completed:

- Seismic Retrofit Contract 1
- Interim Retrofit
- Pile Installation
- Midden I
- Oakland Geofill
- USCG Road Relocation
- SAS Land Foundation W2
- YBI Electrical Substation

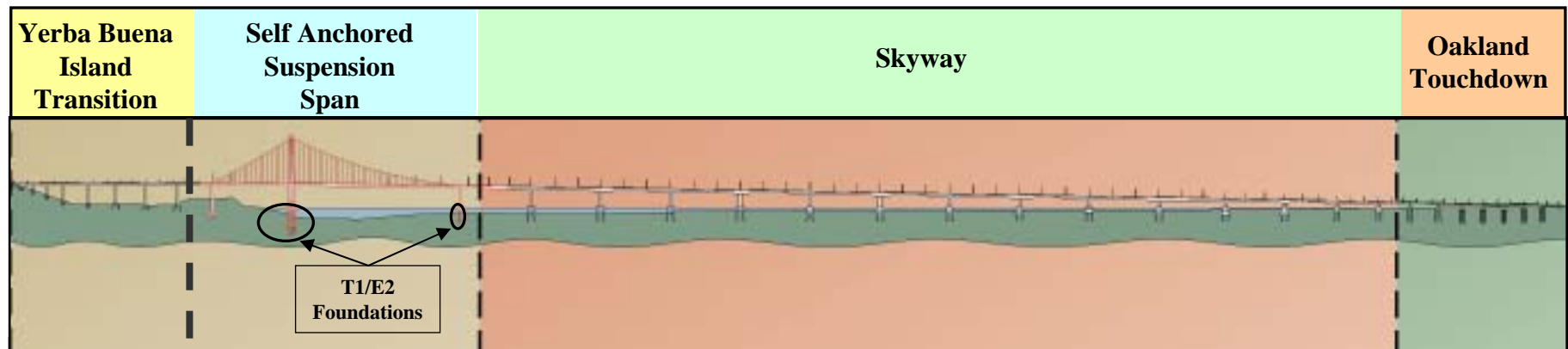
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SFOBB East Span Replacement Project Current Schedule

Assumes E2/T1 Restart and SAS Advertisement on 07/28/05

Major Contracts	Status	Estimate % Complete	Adv Date	Completion Date
SFOBB East Span Replacement Project				
South/South Detour on YBI	Under Construction	26%		2007
Skyway	Under Construction	75%		2007
E2/T1 SAS Marine Foundation	Pending Restart	20%		2008
SAS Superstructure	Pending Rebid		7/28/2005	2012*
YBI Transition Structures	In Design		2006	2013
Oakland Touchdown	In Design		2007	2013
Demolition	In Design		2011	2014

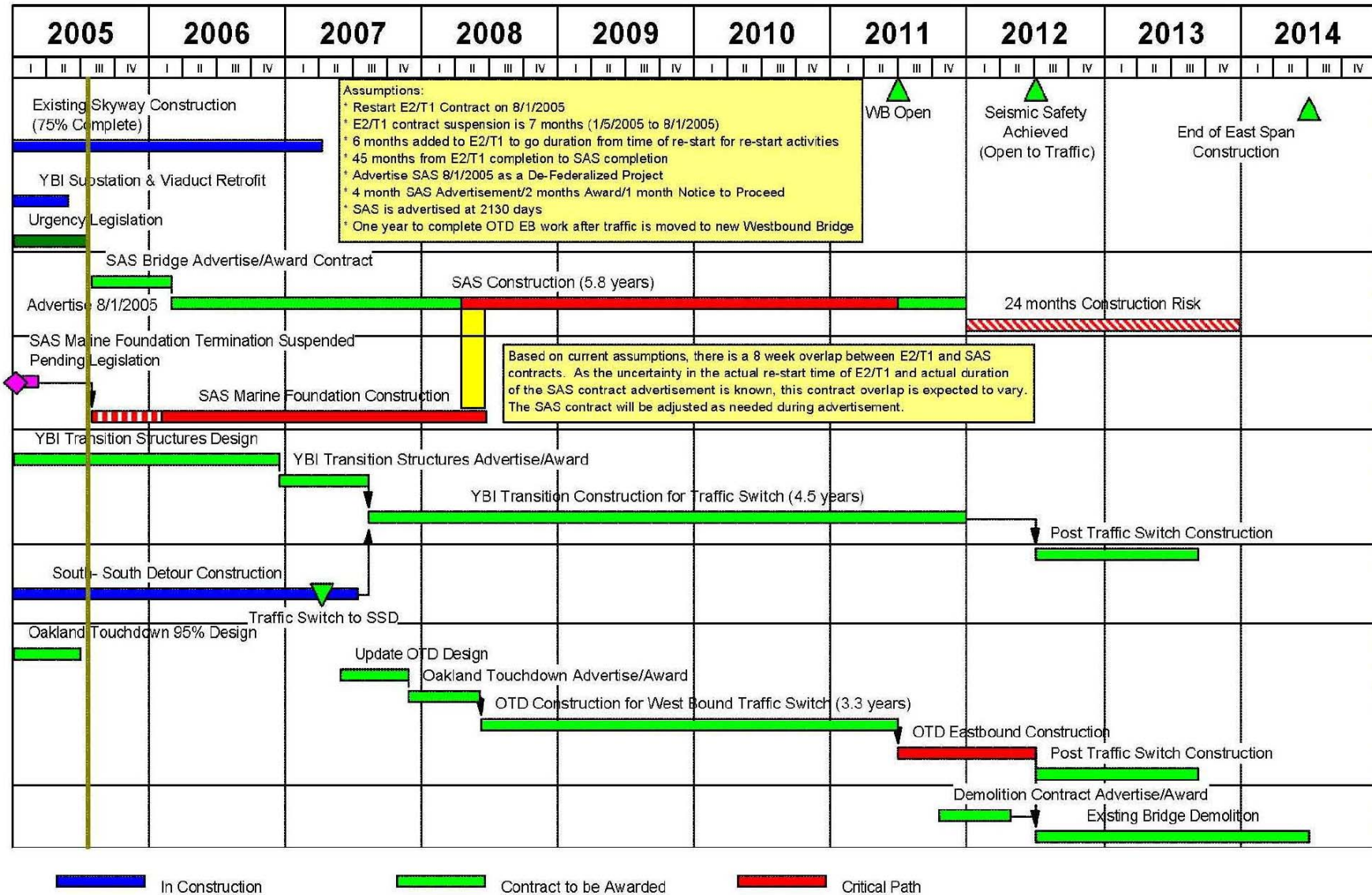
* Does not include 24 months construction risk.



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SFOBB East Span Corridor Schedule

SAS Advertise by 08/01/05



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Second Quarterly Toll Bridge Seismic Retrofit Report

- Project/Bridge Status.
- Project Budgets.
- Responsibility for Preparation of Future Seismic Program Reporting.

Toll Bridge Seismic Retrofit Program

Baseline AB 1171 (2001), AB 144 (2005) and Expenditures

Contracts	AB 1171	Second Quarter 2005 Forecast (AB144 Baseline)	Expenditures Through May 2005
	(Dollars in Millions)		
Benicia-Martinez	\$ 190.00	\$ 177.83	\$ 177.73
Carquinez	\$ 125.00	\$ 114.13	\$ 114.03
San Mateo-Hayward	\$ 190.00	\$ 163.51	\$ 163.41
Vincent Thomas	\$ 62.00	\$ 58.51	\$ 58.41
San Diego-Coronado	\$ 105.00	\$ 103.52	\$ 102.59
SFOBB West Span	\$ 305.00	\$ 307.90	\$ 306.71
SFOBB West Approach	\$ 395.00	\$ 429.00	\$ 202.98
Richmond-San Rafael	\$ 665.00	\$ 914.00	\$ 743.64
SFOBB East Span	\$ 2,600.49	\$ 5,486.60	\$ 1,411.93
Subtotal	\$ 4,637.49	\$ 7,755.00	\$ 3,281.43
Program Indirect *		\$ 30.00	\$ 25.29
Program Contingency	\$ 448.00	\$ 900.00	
Total Program	\$ 5,085.49	\$ 8,685.00	\$ 3,306.72

* Some overhead charges that are not project specific are accounted for as Program Indirect expenditures.

Toll Bridge Seismic Retrofit Program

2005 Second Quarter Forecast (Baseline AB 144)

Bridge/ Contracts	Second Quarter 2005 Forecast (AB144 Baseline)		
	COS* (\$M)	CO (\$M)	CO+ COS (\$M)
Benicia-Martinez	\$38.14	\$139.69	\$177.83
Carquinez	\$28.67	\$85.46	\$114.13
San Mateo-Hayward	\$28.14	\$135.37	\$163.51
Vincent Thomas	\$16.42	\$42.09	\$58.51
San Diego-Coronado	\$33.50	\$70.02	\$103.52
Richmond-San Rafael	\$127.10	\$704.90	\$832.00
Project Reserves	\$6.90	\$75.10	\$82.00
SFOBB West Span	\$75.00	\$232.90	\$307.90
SFOBB West Approach	\$120.00	\$309.00	\$429.00
SFOBB East Span	\$959.30	\$4,527.30	\$5,486.60
Subtotal All Bridges	\$1,433.17	\$6,321.83	\$7,755.00
Program Indirect	\$30.00		\$30.00
Subtotal TBSRP	\$1,463.17	\$6,321.83	\$7,785.00
Program Contingencies	\$900.00		
Total Program	\$8,685.00		

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SFOBB East Span Contracts

2005 Second Quarter Forecast (Baseline AB 144)

Bridge/ Contract	Second Quarter 2005 Forecast (AB144 Baseline)		
	COS* (\$M)	CO (\$M)	CO+ COS (\$M)
SFOBB East Span -Skyway	\$197.00	\$1,293.00	\$1,490.00
SFOBB East Span -SAS - Superstructure	\$214.63	\$1,753.72	\$1,968.35
SFOBB East Span - SAS - W 2 Foundations	\$10.00	\$26.40	\$36.40
SFOBB East Span - SAS -E2/T1 Foundations	\$52.50	\$313.51	\$366.01
YBI/SAS (Archeology)	\$1.08	\$1.06	\$2.14
YBI - USCG Rd Relocation	\$3.00	\$3.00	\$6.00
YBI - Substation, Viaduct	\$6.50	\$11.60	\$18.10
South/South Detour	\$29.50	\$131.92	\$161.42
YBI - Structures	\$78.65	\$299.36	\$378.01
Oakland Touchdown	\$74.40	\$283.80	\$358.20
Oakland Geofill	\$2.47	\$8.21	\$10.68
Pile Installation Demonstration	\$1.79	\$9.25	\$11.04
Existing Bridge Demolition	\$79.72	\$239.15	\$318.87
Storm water Treatment Measures	\$6.00	\$15.00	\$21.00
Right-of-Way and Environmental Mitigation	\$0.00	\$72.40	\$72.40
Sunk Cost - East Span Retrofit	\$39.46	\$30.81	\$70.27
Environmental Phase (expended)	\$97.70	\$0.00	\$97.70
Project Expenditures, Pre-splits	\$44.90	\$0.00	\$44.90
Non-project Specific Costs	\$20.00	\$0.00	\$20.00
East Span Reserves Due to Contract Cost Adjustments	\$0.00	\$35.11	\$35.11
Total SFOBB East Span	\$959.30	\$4,527.30	\$5,486.60

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